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EARLIER TELEGRAMS.

(Continued from page 2.)

THE ANGLO-JAPANESE TREATY.

London, June 4.

It is foreshadowed that there will be an automatic extension of
the Anglo-Japanese treaty for another year, owing to insufficient time
before July to negotiate the revision necessitated by the elimination
of German influences from the Far East.

At the annual meeting of the China Association, Mr. P. Anderson,
Chairman, said the Committee had brought to the notice of the
Government the representations of British residents in China that
neither in the spirit nor the letter was the Anglo-Japanese treaty
being observed in Shanghai. He was confident that if Japan sponta-
neously offered China a settlement on neighbourly and amicable
terms she would do much to promote harmony in the Far East and
disprove the criticism which ascribed to her a policy of aggression.
Mr. Anderson paid a tribute to Doctor Morrison, who, he said, did his
best to guide the Chinese Government into wise principles, which if
followed would have brought about a better position than at present.

San Francisco, June 2.

Mr. T. W. Lamont has returned from the Far East, where he helped
to arrange a banking consortium for the benefit of China. Addressing
the Commonwealth Club he praised the broadmindedness of Japan
in waiving the reservations with regard to Manchuria and
Mongolia, and declared this action had brought the Far Eastern
question a step nearer solution.

TRADE WITH RUSSIA.

London, June 2.

In connection with apprehensions expressed in France with
regard to the Krassin negotiations, especially that France's claims
on Russia may be prejudiced by Britain receiving Russian gold in
exchange for supplies, Reuter understands the fundamental purpose
of the negotiations is to establish trade relations. It may be necessary
to employ a certain amount of gold in order to finance the
beginning of these operations, but the British Government, like the
other Allies, is seeking to obtain not gold but food and raw material
for West Europe. It is emphasised that the interview between the
Premier and M. Krassin was not arranged until the French view
was received and the Allied representatives will participate equally
with the British in all discussions before the Supreme Economic
Council.

Paris, June 3.

M. Millerand has instructed M. Avenol, the French representa-
tive at the Inter-Allied Economic Council, en route to London, re-
garding economic negotiations with M. Krassin.

RUSSIAN UNREST.

London, June 2.

It is authoritatively stated that there have been grave peasant
uprisings in South Russia, which were only suppressed after
anguinary fighting. Hundreds of peasants were killed and several
villages destroyed.

THE ENTOMOLOGICAL CONFERENCE.

London, June 2.

The Entomological Conference discussed legislation regarding
plant pests in the Empire. Mr. Lounsbury, representing Canada and
South Africa, considered entomologists should actively participate
in the preparation of such legislation. He deprecated interference
as far as possible with private enterprise. Mr. Stockdale (Ceylon)
said the policy of Ceylon had been to formulate Plant Pest Boards
with local duties. This had not worked wholly satisfactorily, and
it was felt that general control should be governmentally centralised.
He emphasised the necessity for thoroughly trained officials at ports
of entry to perform inspection duties.

GERMANY'S AFRICAN HOLDING.

London, June 2.

M. de la Bassompierre, of the Belgian Foreign Office, and M.
Louviers, of the Colonial Department, are at present in London
negotiating with Lord Milner with regard to the ex-German territory
in East Africa known as Tanganyika. It is arranged that the ex-
German provinces of Ruanda and Urundi shall be included in the
Belgian mandate, but certain transit problems are not yet settled,
including arrangements for transport along the section of railway
between Tabora and the coast at Dar-es-salaam.

BEDOUIN RAIDERS.

London, June 2.

From Jerusalem it is reported that persistent attacks by Bedouins
continue on Galilee, necessitating operations by Indian patrols to
save cattle.

DRY EGGS FROM CHINA.

THEIR RECEPTION IN AMERICA.

The Federal Food and Drugs act has brought about many
changes in methods of manufacturing and labeling food and
drugs, not only in the United States but in foreign countries as
well, says the officials of the Bureau of Chemistry, United
States Department of Agriculture, who are charged with the enforce-
ment of that law.

The most recent instance which
has come to the notice of the officials is powdered preparations
of dry eggs from China, which are
shipped into the United States for
use by commercial bakers, include
the white of egg, the yolk of egg,
and powdered whole egg. The
preparations are made by drying
and powdering the eggs as taken
from the shells.

Egg powders will keep for a
long time, can be shipped economi-
cally, and, when properly
prepared from fresh eggs, can be
used to take the place of shell
eggs in baking. Powdered eggs
should never be confused with
the so-called egg substitutes,
which contain little or no egg
and which will not serve the
purpose of eggs in baking.

Examination of the egg pow-
ders imported from China showed
that they contained zinc, carry-
ing from a mere trace to quanti-
ties sufficient to require the ex-
clusion of some of the shipments
from entry into this country
under the Federal Food and
Drugs act. Investigation develop-
ed that the zinc in the egg pow-
der was acquired in the process
of manufacture, either from zinc-
lined trays or zinc belts used in
drying.

As a result of the exclusion of
some of the shipments to this
country many manufacturers in
China have so changed the
process of manufacture as to
produce dried eggs, yolk, and
albumen free from zinc, and the
indications are that they will soon
be able to supply increasing
quantities for bakers and manu-
facturers of bakers' supplies.

The Federal Food and Drugs
act gives no authority to the
Department of Agriculture to
prescribe the methods that must
be used in the manufacture of
food or drugs either in this or in
foreign countries. However, it
is sometimes necessary for
manufacturers to change their
methods, as in this instance, in
order to bring their finished pro-
duct within the requirements of
the act.

GENERAL NEWS.

MUSICIANS' DEMAND FOR NEW SCALE.

At the annual conference of
the Incorporated Society of
Musicians, at Nottingham, Pro-
fessor E. H. Barton, in a paper on
"Intonation and Temperament,"
said that we must have a key-
board which would give us more
than 12 notes to the octave. Dr.
Markham Lee remarked that ever
since Wagner, the growing com-
plexity of musical notation had
necessitated an enlarged scale.
Composers must demand a scale
in which, for example C sharp
and D flat were entirely different
notes. A strong protest was made
by Mr. C. H. Moody, organist of
Ripon Cathedral, against the
gradual abandonment of morning
choral services in cathedrals. He
said that if once this tradition of
more than 400 years was allowed
to go, he was sure it would never
be re-established. The con-
ference passed a resolution urg-
ing upon the authorities the
desirability of maintaining the
ancient choral traditions of the
cathedrals.

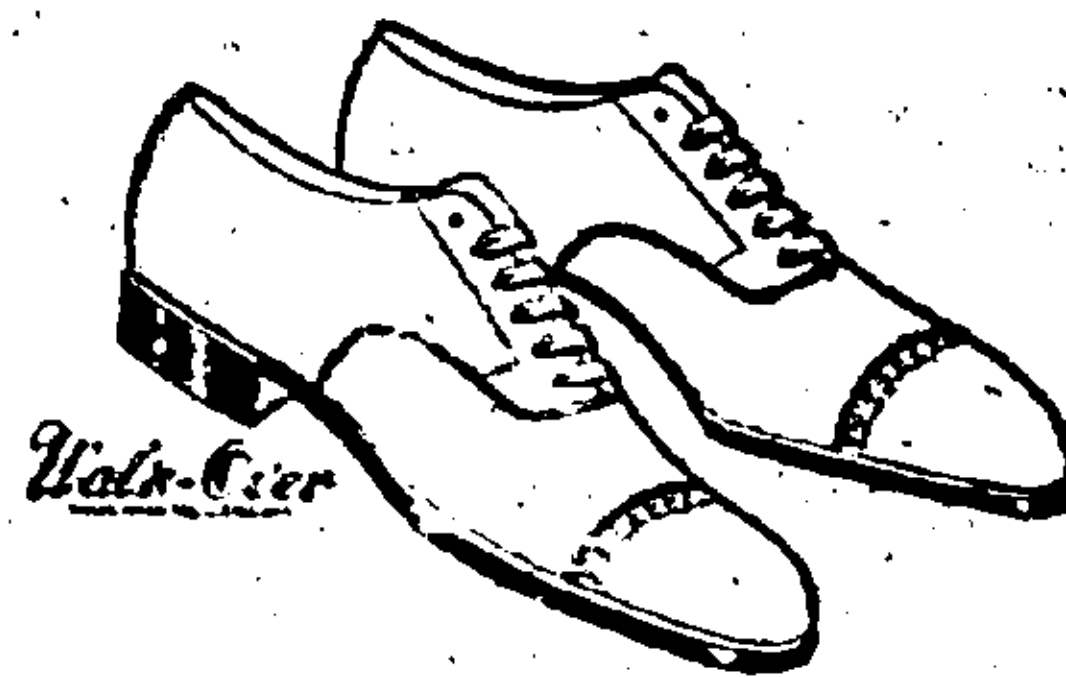
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CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

Union Church, Sunday June 6th. Services conducted by Rev. G. J. Williams. 11 a.m. Sermon:—What is Heaven? (Is it a place or only a state of mind? What kind of a life does it represent? What kind of people go there?) Hymns:—25, 328, 333, Met. P's. 124. 6 p.m. Subject of Sermon:—The Worth of Human Personality. (Jesus Christ's Inventory of man. His estimate of the values of man's soul. Reasons for this valuation. Supreme importance of realizing the soul's value.) Hymns:—3, 297, 207, 352.

St. John's Cathedral, Hongkong.—6th June, 1920, first Sunday after Trinity. Holy Communion (7.50 a.m.); Children's Service (10 a.m.); Matins (11 a.m.);—Responses, Ferial; Venite, Alecock; Psalms, 1 (Wesley), 3 (Hopkins), 5 (Hopkins); Te Deum; Woodward, Smart, Turle; Benedictus, Garrett. Hymns, 189, 391. Holy Communion (12 noon); Evensong (6 p.m.);—(Full Choir). Responses, Ferial; Psalms, 4 (Monk), 7 (Cooke), 8 (Tucker); Magnificat, Haver-gal (7th evening); Nunc Dimittis, Barnby; Anthem, "Why seek ye."—Hopkins. Hymns, 166, 27.

First Church of Christ, Scientist, Macdonnell Road.—Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

St. Peter's Church, West Point.—1st Sunday, after Trinity, June 6th 1920. 8 a.m. Holy Communion, 11 a.m. Latany & Sung Eucharist. Preacher: The Chaplain.

COAL OWNERS' SPORTING OFFER.

A sporting offer on house-building was made by the South Wales Coal Owners' Association at a private conference in Cardiff. Representatives of the association undertook to take up a quarter of a million sterling in housing bonds for the promotion of immediate house building in the Rhondda Valley, on condition that the Miners' Federation take up the matter in a similar spirit and subscribe for a substantial allotment of bonds. Brewers of the Rhondda promised to co-operate in the scheme.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

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Tatum	603-9 Below use down	606-1 Below use down
Tatum	606-1 Below use down	608-3 Below use down
Tatum	608-3 Below use down	610-5 Below use down
Tatum	610-5 Below use down	612-7 Below use down
Tatum	612-7 Below use down	614-9 Below use down
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Tatum	619-3 Below use down	621-5 Below use down
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Tatum	623-7 Below use down	625-9 Below use down
Tatum	625-9 Below use down	628-1 Below use down
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Tatum	705-1 Below use down	707-3 Below use down
Tatum	707-3 Below use down	

FLYING AT REPULSE BAY

TO-DAY (Saturday), 5th June
Commencing at 2.30 p.m.



SAFETY: NO STUNTS.

The Macao Aerial Transport Company will give a demonstration, weather permitting, of plain and safe seaplane flying with
FIVE MACHINES.

at Repulse Bay, TO-DAY (Saturday), 5th June, and on Sunday commencing each day at 2.30 p.m. Passengers will be carried for short flights. Silver medals and certificates of "My First Flight" will at a later date be given to all who participate. Booking is at Hongkong Hotel Main Office and at Repulse Bay Hotel, where particulars can be obtained on application.

C. E. W. HICOU,
Managing Director.

Hongkong, 27th May, 1920.

GRAND CONCERT CHAMBER OF COMMERCE ROOM (CITY HALL)

TO-NIGHT TO-NIGHT
Saturday, June 5th at 9 p.m.

BY
Signor D. F. AMELIAS
THE FAMOUS MANDOLINIST

Mme A. SILVESTI

Italian Prima Donna who had the honour of singing before the Queen of Italy and King of England. Assisted by Professor Danenberg, the well-known pianist.
Selection: LISZT, SARASATE, BRAHMS, Puccini, TSCHAIKOWSKY, Ponc. Jell, Rossini, etc. etc.

Admission \$3.00 \$2.00.

Tickets to be obtained at MOUTRIE'S MUSIC CO.

COMMONSENSE SUNDAY

PLAY AS WELL AS WORSHIP.

Civic and Church authorities ought to agree about Sunday observance, says Bishop Welton, Dean of Durham.

"I am the last person to under-rate the blessing of the traditional Christian Sunday in England," he said to an interviewer. "I have never found Sunday a dull day, but I realise that it has been in the past a dull day for a great many people. I have therefore considered how Sunday could be not only observed but improved."

"The first duty of every Christian on Sunday is to worship God and whatever stands in the way of that worship is contrary to the spirit of the Christian Sunday. That is one of the reasons why I have always advocated the closing of public-houses on a Sunday. But citizens who do not go to church or chapel or, who, after attending church or chapel, want to enjoy a little innocent recreation on Sunday, may fairly complain if the churches set themselves against anything which is itself so innocent as the performance of music, even of sacred music, in the parks."

"There is a great danger that the Church, by making extravagant demands, will lose the confidence of the people. Commonsense ought to prevail in religious, as well as in secular affairs."

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-
BUILDERS, HOE UN
KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works Tel. K.21.
Manager K.329.
Harbour Engineer K.120.
Works Sup. K.410.
Telegrams "SEYBOURNE."

"A sort of concordat should be established between the Churches and the civic authorities. The Churches should not attempt to prohibit elevating recreations on a Sunday. The civic authorities should refrain from offering such recreation as counter-attractions to divine worship."

"Monotony of many industrial occupations has become so wearying that the need of holidays and of reasonable enjoyment of holiday must be generously recognised by Christian philanthropists."

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer
"PAK LING"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 2nd June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 2nd June, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S.S. "DOYLESTOWN."

From CALCUTTA via
PENANG, and SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 9th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after June 10th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators.

U. S. Shipping Board.

Hongkong, 3rd June, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer
"TALTHYRIUS."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 3rd June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd June, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer
"AGAPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 4th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 24th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd June, 1920.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (N.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADUS

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

TELEPHONE NO. 22

CABLE PLAC: "TAI" OVER "ANG, PENANG."

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

THE BRITISH ANTI-FOULING COMPOSITION AND PAINT COMPANY, LTD.

Registered Trade Mark.

HONGKONG:

TORPEDO



BRAND.

HONGKONG:

BRADLEY & Co. Ltd.

THE BANK LINE, LTD.

Anti-Corrosive and Anti-Fouling Compositions

All manufactured at the Company's Works, BARKING, ESSEX.

CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.

And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From ANTWERP, MIDDLESBRO,
LONDON and STRAITS.

The Steamship
"BENVORLICH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 14th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

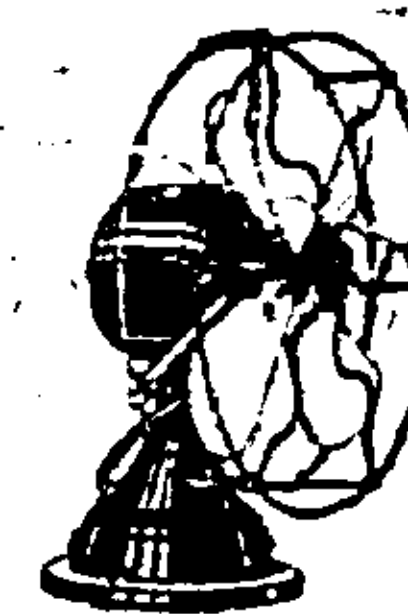
GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 1st June, 1920.

YOUR PERSONAL

NINE



INCH

FAN

with Breeze to suit YOU and

no-one else.

Enough To COOL and not disturb

your papers. Just right for reading

or sleeping,—without injurious effects.



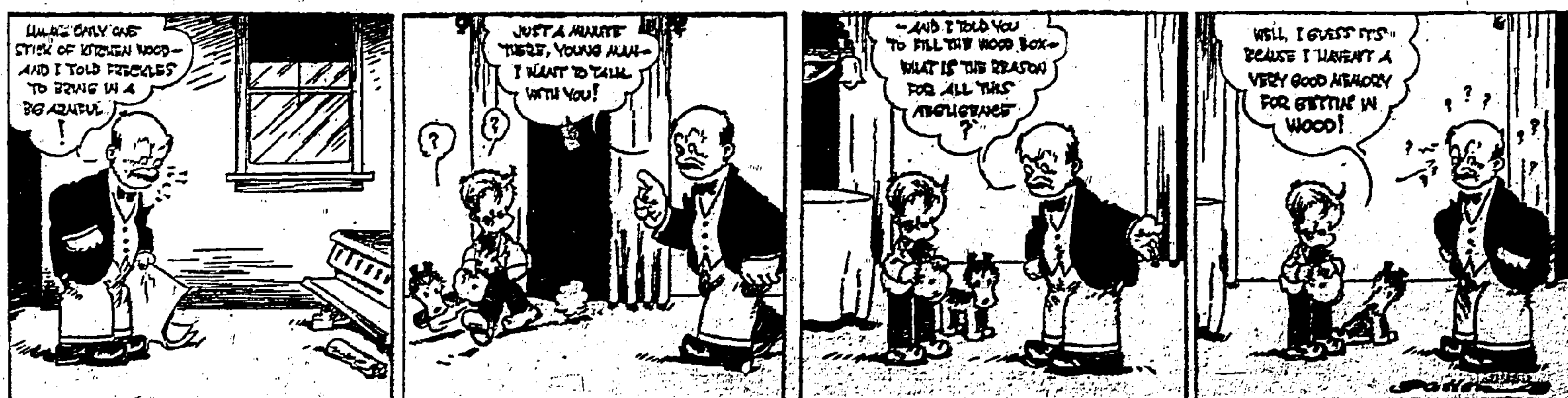
Andersen, Meyer & Co., Ltd.

2, Queen's Road Central.

FRECKLES AND HIS FRIENDS

His Mind is a Blank When It Comes to Chores!

BY BLOSSER



Finest London

GIN.

Sir Robt. Burnett & Co.'s

Fine Dry

Fine Old Tom.

SOLE AGENTS:-

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamsham, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 3, 1920.

BRITAIN, AMERICA AND JAPAN.

The *Pull Mull Gazette*, we notice, has come out strongly in favour of a renewal of the Anglo-Japanese Alliance, which, it says, has been brilliantly justified by events. It points to what it considers would be the advantage of a continuance of the pact, and thinks it ought to be easily possible to introduce safeguards which will allay Australian and American nervousness. Its arguments are good so far as they go, and they could be extended to cover the general question of the peace of the East and even of the whole world. It is now generally realised that, consequent on the defeat of Germany, and the removal of the North Sea menace, the centre of world interest has been shifted to the Pacific. In recognition of that point, Commander Bellairs has just been urging, in the House of Commons, that we should have a look-out on the Pacific. The growth of Japan in recent years, militarily, navally and industrially, has made her a big factor to be reckoned with, and it is of the utmost importance that due note be taken of her policies, especially in the Orient, where the interests of many nations converge. It is not putting it too strongly to say that, with concord prevailing between Japan and the other Great Powers, the peace of the world would be assured for many years to come.

There is one point in the *Pull Mull Gazette's* comments which is worthy of special notice. We refer to the assertion that a clear Anglo-Japanese understanding, would pave the way for a closer American-Japanese rapprochement. That all depends, of course, on what is meant by "a clear understanding." In any renewal of the Alliance, the world would like to see the joint aims and policies of the contracting parties fully stated. Let there be definite assurances regarding the attitude of both towards China, and let these be so clear-cut that there can be no infringing even of the spirit of the understanding. But why should the Alliance be solely confined to Britain and Japan? Let other nations come into the understanding as well. America is intensely interested in the Orient, and she cannot be a mere spectator of what is happening in regard to Pacific affairs. She shrinks from alliances and foreign entanglements. But can she for ever maintain that attitude? If she eventually comes into the League of Nations, she will of necessity have to take a part in the adjustment of foreign affairs, even though they may not greatly concern her. She cannot at one and the same time, take up a position of isolation and also engage in the League's activities. And after all, is not the League an alliance? Its very underlying idea is an alliance of the strong to protect the interests of the weak. Unhappily, the League is not yet able to exercise its full functions. Had it been, and were all the leading nations of the world members, there would be no need for the Anglo-Japanese or any other alliance. One big alliance is infinitely preferable to dozens of separate understandings.

One other observation. The *Pull Mull Gazette* speaks of the possibility of the introduction of safeguards, in any renewal of the Alliance, which will reassure America. But really the kind of safeguard that is needed is one that will cover certain British apprehensions regarding our position vis-a-vis America. To be quite blunt over it (and nothing is gained by ambiguous writing), if war should ever by any chance break out between America and Japan, would Britain be expected to come to Japan's aid in the East? That point was partially covered when the Treaty was renewed in 1911, when a clause was inserted in reference to arbitration treaties with third Powers. But something more definite than that is needed now. The thought of Britain and America at war is utterly unthinkable; it can never happen. The people of neither nation would stand for it. Then let that fact be made clear in any renewed alliance between ourselves and Japan. If it is not, then we have no hesitation in saying that circumstances might arise which would make the Alliance a dead letter. Best of all, of course, would be a joint and well-defined understanding between Britain, America and Japan. That effected, some of the biggest problems of the day would automatically settle themselves.

NOTES & COMMENTS.

THE BLUE BOOK.

One of the most interesting books published locally is the Government annual Blue Book, which has just made its appearance this year from the office of Messrs. Noronha and Company. The information given regarding the working of Government Departments, the various sources of the Colony's revenue, and practically every little bit of information required on administration, is wonderfully full. To wade through the tome would be to gain complete knowledge on what was done by our civil servants for the year 1919, and even a casual glance at it proves that our Government Departments—censure them though we sometimes may—have to deal with a mass of detailed administration and routine work that is worthy of a little grateful recognition. We are all inclined to "strafe" our civil servants for anything that seems to be amiss, often forgetful of the fact that the work of their respective departments is unnoted when it goes smoothly and well. It is their defects only that we talk about. How many men in business, if their work were always open to public gaze and criticism, would come out half so well? Newspaper work, too, is more public than private, and we receive our due share of criticism. It is said "A fellow feeling makes us wondrous kind" and to-day we feel very charitable towards the large number of civil servants who are running our Colony for us without much praise and with plenty of blame. If any of our readers would like a little instruction as to the amount of work accomplished by our Government Departments we advise them to purchase a copy of this Blue Book, carefully wade through the mass of statistics, and then admit that they have had enough. Let us say straight away that there are certain things revealed to which we shall have to make critical reference later on, but before doing that we wanted to express our own sense of appreciation of what is being done.

The photograph of one of Captain Ricou's seaplanes which appears in to-day's Pictorial Supplement, was taken by Yim Fong, and not, as stated, by Moe Cheong.

Inland Lot 2299, situate on Kennedy Road, is to be sold by auction at the P. W. D. offices on June 21st. The lot comprises 15,150 square feet, and the upset price is \$3,130.

The naval and military review which was to have taken place at Happy Valley this morning in honour of the King's birthday was not held. It has now been definitely abandoned.

The following additional firms have been granted licences to trade under the Non-Ferrous Metal Industry Ordinance, 1919:—G. Guidon Lavalley, Maxim and Co., Botelho Bros.

His Excellency the Governor has appointed Mr. John Daniel Lloyd to be Controller of the Local Clearing Office for the purposes of the Treaty of Peace Order in Council, 1919.

Mr. J. W. Jamieson is amongst the passengers leaving by the P. and O. Delta to-day for Home. Mr. Jamieson who is Consul General for Britain at Canton, is going home on furlough.

Ex-Police Sergeant J. McB. Tulloch, who was last year sentenced for committing a serious offence was yesterday sent Home on the s.s. Professor to serve the remainder of his term there.

His Excellency the Governor has appointed Mr. Robert Hunter to act as an Assistant Government Marine Surveyor during the absence on leave of Mr. James Macdonald or until further notice.

It is notified that an Open Competitive Examination for appointments in the Indian and Colonial Police Services will be held in the summer of 1921 in conjunction with the Army and Air Force Entrance Examination.

His Excellency the Governor has appointed Subadar-Major Bhan Singh, Hongkong-Singapore Battalion, Royal Garrison Artillery, to be one of his Honorary Aides-de-Camp vice Subadar-Major Roshan Khan, D.C.M., Hongkong-Singapore Battalion, Royal Garrison Artillery, retired.

His Excellency the Governor has appointed Commander C. W. M. Beckwith, R.N., to act as Harbour Master, Marine Magistrate, and Emigration Officer, vice Captain B. R. H. Taylor, R.N., retired. He will continue to perform in addition the duties of Superintendent, Imports and Exports Department, until further notice.

with 75. The German average, according to the most recent figures, is only 49, that of France is 40, and Italy is a long way behind with only 11. As letters to the British Dominions (and America) are, when the new scale comes into force, to be charged at twopence per ounce it follows that the change proposed by Mr. Chamberlain will reverberate throughout the Empire. What are the general causes and effect of this change? Just before the war the Postal Service showed an annual profit of £5,500,000, but in spite of the higher postage rates adopted in 1918 this was turned into a loss of £3,000,000 last year. To this loss must be added increased estimates for the coming year of no less than £3,244,700, thus bringing up the deficiency to something over £11,000,000.

DAY BY DAY.

NONE ARE SO FOND OF SECRETS AS THOSE WHO DO NOT MEAN TO KEEP THEM.

His Excellency the Governor has appointed Mr. John Daniel Lloyd to be Custodian of Enemy Property.

His Excellency the Governor has appointed Lieutenant-Commander Walter Conway Hake, R.N.R., to act as Assistant Harbour Master.

It is notified that the fee for the visa of documents in respect of emigration of Chinese to Chile is now \$23.50 Chilean Currency, i.e., about \$53.40 Hongkong Currency.

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1895.
HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending June 12th, 1895.)

THE DOLLAR.
June 6th.—The rate of the Dollar, on demand, to-day is 2s. 1-5/8d.

DR. JAMES CANTLIE.
June 7th.—Dr. Cantlie returned to the Colony to-day from Macao after two or three days' study of the bubonic plague which is still raging in the "Holy City."

HONGKONG PETITION.
June 12th.—We cannot understand the non-possessive attitude of Lord Ripon towards the petition of the Hongkong ratepayers for an increased measure of local self-government. All they ask is to be allowed to look after their own local affairs as almost every other municipality in the Empire does. The recent plague is an example of a city governed, or misgoverned by officials appointed from Home, who are merely often passing from one post to another and are ignorant of local needs. The plague would have been less virulent, if not wholly prevented, if local advice had been followed. As it was, unofficial efforts finally stopped it. The petition presented by the hon. Mr. Whitehead concerning which he addressed the members of the House of Commons on the 9th, offers every possible safeguard for Imperial interests and if it is wholly neglected, there will be another discontented Crown Colony to reckon with.

C. R. FOR HONGKONG.
June 12th.—Mr. T. H. Whitehead, member of the Legislative Council of Hongkong, on the eve of returning to his duties in the Far East, had the honour of addressing the members of the Colonial party at the House of Commons on the 9th, offering every possible safeguard for Imperial interests and if it is wholly neglected, there will be another discontented Crown Colony to reckon with.

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CORRESPONDANCE.

(To the Editor of the "Hongkong Telegraph.")

WHAT IS OBSTRUCTION?

Sir,—If in all instances when cases of goods are placed on the pathway or roadside, pending removal into a godown near by, are to be everytime spotted by Indian or other constables the Magistracy will no doubt be kept busy with cases of obstruction, and the Magistrate (unless he has patience) won't like the job. The fine of \$1 on Messrs. Reiss and Co., yesterday, should have never been imposed. There were certain points in which the constable who brought the case up was very weak in his prosecution—for example, his talking to the cooler, instead of to a responsible party, about the obstruction. If a magistrate has any dissatisfaction or doubts in a case, for him to impose a fine, however small it is, is not showing justice. What would be justice would be for him to give a caution.

When boxes or cases are left unattended for a short space of time, it is not right for a constable to take out a summons against the person or persons who are responsible for the care of the cases. If by the meaning of "obstruction" no person or persons are to be allowed to deposit boxes within the area of Crown land, then I think that in a place like Hongkong, a small island doing big business, such a regulation should not be rigorously enforced. Prevention is better than cure, and why godowns are usually down at Kennedy Town is because the place has wide open spaces and the taking in and out of cargo is done more easily than in the central district. Catchick Street, where Reiss and Co.'s godowns are, and its surroundings are sparsely populated and traffic is dull. Why the fine should have been imposed remains a mystery.

Yours etc.,

M. T. S.

Hongkong, June 3, 1920.

STOLEN PROPERTY.

A YEAR'S FIGURES.

According to the Police report for 1919, the estimated value of property stolen during the year was \$370,719.17, as against \$295,301.90 in 1918, an increase of \$75,417.27.

The average for the last five years is \$233,715.37, an increase on the average reported in 1918 of \$36,129.18.

The value of property recovered during the year was \$36,089.51 as against \$41,847.13 in 1918, a decrease under property recovered in the previous year of \$5,757.62.

KEEPING FRUIT FRESH.

ON LONG VOYAGES.

A new process of preserving fruit for export on long voyages has been discovered by a West Australian resident.

It consists of dipping in a preservative solution, which is said to be an economical and efficient substitute for cold storage.

As an experiment a cargo of apples treated by the process was carried from Fremantle (Western Australia) to Singapore and back. The trip lasted eight weeks, and was partly in the Tropics, yet the fruit, on being taken out of the ship's hold on the return to Fremantle, was found to be in the same fresh condition as when it was put on board.

The difference between general cargo rates, which would be paid for apples treated on this system and the rates now paid for refrigerated space for fruit, would, it is said, represent a net saving of over £5,000 on a shipment of 50,000 cases.

Potatoes, onions, eggs, &c., have been submitted to the same treatment with equally satisfactory results; but peaches and other articles that decay from the stone outwards cannot be preserved by the process.

REFORM OF THE LORDS.

In the House of Commons recently Mr. Bonar Law said that it was impossible to say when the promised legislation for the reform of the Second Chamber would be introduced, and that he was also not in a position to make any statement regarding the introduction of the Anti-Dumping Bill.

TO-DAY'S MISCELLANY.

Major Hugh J. P. Thomas, a prominent West Wales land and property agent of Havanfordwest, has just bought outright the complete town of Milford Haven, in Pembrokeshire. The purchase price is approximately £250,000. This big estate, which for some time has been the property of the National Provident Institution, comprises about 1,000 houses, the lordship of three manors, a fine castle, a mansion house, and the market tolls of the town, and Major Thomas, it is stated, is to give the tenants an opportunity of purchasing their freeholds if they so desire. Milford, a town of considerable antiquity, is famous especially for its capacious landlocked harbour, one of the finest in the world. Commercially the port is still in its infancy, and with developments, which are contemplated, will, it is stated, rival Liverpool and Southampton for the arrival trade from western ocean ports. The mansion of Castle Hall, where Major Thomas proposes to reside, was designed and built 120 years ago for Sir William Hamilton, and as the home of the beautiful Lady Hamilton, was often visited by Lord Nelson.

M. Alfred Capus, who has resigned the editorship of *Le Figaro*, comes of parents who wanted him to become a civil engineer, so on leaving the Lycee he entered the Ecole des Mines. There he learned something of Darwin, and the knowledge served him in unexpected fashion. Happening to call at the office of *Le Figaro* to see a friend of his employed there, he found the staff in an agitated state because the news of Darwin's death had arrived and no one among them was competent to write an obituary notice. Capus volunteered his services, and so gained a footing on the paper. His duties, as he relates in his "Années d'Aventure," were "peculiar and extensive." Apart from writing leading articles, feuilletons, fashion notes, and scandals of the hour, he was expected to secure advertisements, organise competitions, and appease any troublesome creditors who invaded the office. When he attended official banquets the editor used to say, "You will get the dinner, Capus, but don't forget that the cigars are for Mr. Finck as many as you can." Even so, he found time to try his chances with other journals, and at length *Le Figaro* began to print his work. Then came success as a playwright, and in 1914 he became an immortal, his unsuccessful opponent at the Academy election being M. Leon Bourgeois—the antithesis in every respect of the brilliant boulevardier.

It is understood that the Ministry of Health at Home has been considering the awkward question whether the census papers of 1921 should be filled up, as in the past, by the individual householders or by official enumerators. On the one side it is argued that the enumerator plan would produce more reliable statistics; on the other, that any kind of official inquiry is hateful to our people, and that such a plan would defeat its own object. The obvious difficulty of the Ministry is in the fact that proof of the matter can lie only in actual trial, and that a decision which cannot be altered has to be made in advance. Before the war there is no doubt at all that the householder was the best person for the task, though he was not always much enamoured of it. He could be firm with his own family, he could be diplomatic with servants—a diplomacy sometimes much in request, as in the case of one old family retainer whose formula, delivered with a finality which forbade argument, was "You can just put me down the same as last time." But it is just possible that the war may have left us more hardened to officialdom and its inquisitions, and that nowadays we may overdo the idea of prejudice against the official. We have been so questioned and docketed and card indexed during the last five years that we might be able to bear a little more with patience. In any case the cunning householders are careful to impute the whole business to the Government when making his inquiries on delicate questions. The real difficulty lies probably in the fact that officials would be more conscientious than the average householder, who is liable to accept any answer. The official would certainly probe more deeply, and so would reduce those evasions which make for serious mistakes.

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THE MERCURY GARAGE CO.

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GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

ORDER OR CHAOS IN EUROPE.

THREAT OF A BOLSHIEV ADVANCE.

Maj.-Gen. Sir F. Maurice writes in the *Daily News*—

The next few weeks promise to be highly critical upon the Continent. The dividing line between order and chaos has become very thin in a great part of Europe, and a single injudicious step by any one of a number of States may break it down.

I have for some time warned my readers to beware of assuming that the collapse of the Kapp coup d'état in Germany meant the triumph of the Left in Germany and the collapse of the reactionary party. It did show definitely that the German people have no intention of allowing themselves to be governed openly by soldiers, or of permitting a Hohenzollern restoration, but it made it equally clear that the great bulk of the German bourgeoisie dread one thing even more than a militarist Government, and that is the kind of disturbance to which the generic name of Bolshevism is given.

GAME OF THE MILITARISTS.

The helplessness of Germany is reflected in the German Government, which consists of men who are without experience of affairs. The result is that they do not govern. Whatever political label the heads of the Departments of State may wear, they are in fact in the hands of the Executive, and the personnel of the Executive remains much as it was during the war. It is distinctly reactionary in sentiment, and knows no other way of doing business than that to which it was trained. The militarists, though now numerically a small party, have consequently still considerable power. The warrants of the Government do not run against them. The organisers of the coup d'état remain at large, the Government dare not arrest Ludendorff and his first lieutenant, Bauer, while East Prussia, the headquarters of the Junkers, snaps its fingers at Berlin.

The game of the militarist appears to be to play for time and to do everything that is possible to delay the reduction of the German army in accordance with the terms of the Treaty of Versailles. In a few days' time the grace accorded to Germany, in consequence of the delay in ratifying the Treaty, expires, and the maximum strength of the armed forces of Germany should not exceed 200,000 men. The work of the Allied Commission on the reduction of armaments in Germany has been interrupted by recent events, and it is uncertain what number of Germans is to-day under arms; indeed, it is doubtful if the German Government, which has but a very moderate control over the Reichswehr itself, knows.

POLAND AND RUSSIA.

Meantime the militarists are watching events to the Eastern frontier of Poland, where they have long been predicting a Bolshevik attack for the middle of April. It would hardly be too much to say that they have been longing for such an event, because their hope is that the German Army may then be called upon to act as a barrier against a Russian advance.

Unfortunately a crisis in Poland is approaching fast. During the past winter and spring Poles have gained a number of comparatively easy successes over the Bolshevik forces, while the main body of the latter was engaged in completing the defeat of Denikin. For some time past the Bolsheviks have been transferring troops to the Polish frontier, but this has been a slow business, for the Russian railways are only capable of dealing with a low percentage of

the normal pre-war rate of traffic. Nor have the Bolsheviks been in any hurry, for during the thaw season the movements of large bodies of troops off the main roads, which are not numerous, are impossible. The country usually begins to dry up very rapidly from the middle of April onwards, and that is why Ludendorff and his friends have been expecting the Bolshevik attack to begin about then.

UNACCEPTABLE CLAIMS.

Meantime, the Poles, encouraged by their successes, have been endeavouring to treat with the Bolsheviks as with a defeated enemy. They have put forward claims to territory which includes areas inhabited almost wholly by Russians; they have refused the request of the Soviet Government for a general armistice during peace negotiations, and have insisted upon these negotiations being held at a place unacceptable to the Russians. Chicherin has replied rejecting these terms, asserting Russia's intention to fight for her rights and placing the responsibility for further bloodshed upon the Polish Government.

This obviously creates a very serious position. The Soviet Government, having defeated Kolchak and Denikin, is naturally enough not disposed to allow terms to be dictated to it. There is definite evidence that the cry of "Russia for the Russians" has been used most effectively by Lenin and Trotsky to keep their armies together and to inspire them with enthusiasm. There is every probability that, despite the war weariness of the Bolshevik forces and their keen desire for peace, they may again become effective, while it is more than doubtful whether the Poles have the resources to enable them to meet the military powers which the Soviet Government can bring against them.

In any event, their finances are disordered and their country is ravaged by typhus, so that even successful war may spell ruin. It looks, therefore, as if the policy of the German militarists, which has been to trouble the waters in order to be able to fish to their own advantage, was having some initial success.

DANGER TO EUROPE.

Is European statesmanship so bankrupt as to be incapable of coping with these dangers? Our policy in regard to Poland, as explained by Mr. Lloyd George shortly before Parliament rose, is to leave Poland to manage her own affairs. This is a direct renunciation of the principles of the Covenant of the League of Nations, which declares that war or a threat of war is the concern of every member of the League. This question, which has been long in maturing, should have been referred to the League long ago. It is too late now to do this, but it is too much to expect that Poland will listen to friendly advice and accept the decision of a neutral Commission as to her Eastern frontier, which should never have been left in the nebulous condition in which it is.

Until Germany is given food and raw materials, and until the Polish question is settled, the reconstruction of Europe must be at a standstill. The extension of the zone of Allied occupation in Germany is at best an expedient. It can never be a cure. Any Government in Germany which can produce food and lower prices will command the support of the German people. The Allies, therefore, have it in their power to shape the future of Germany as they will. The German militarists hope to show that without more soldiers settled Government in Germany is impossible. The answer is to offer food, on the condition of disarmament in strict accordance with the terms of the Treaty.

READY MADE SUITS.

"DON'T FLOG THEM TO DEATH"

Further evidence was taken recently by the Australian Commonwealth Basic Wage Commission regarding the cost of clothing. Lewis Murray, in charge of the mercery department of Anthony Harder and Sons, gave an estimate of the Sydney prices of the articles before the Commission. His evidence concluded, Mr. Murray, addressing the Commission, said, "My firm asked me to put before the Commission the question of witnesses' expenses." The Chairman (Mr. A. B. Fiddington): The Commission will consider that.

Mr. Murray: I will convey that information to them. Robert Livingston Nichol, manager for Murdoch and Company, examined by Mr. Foster (Federal Union) placed the value of the grey suit on view at £4 or £4 4s. Made to measure it would be 95s. Witness gave prices of other articles.

The Chairman: Are you manufacturers of clothing?—Yes, we make all our own clothing. Can you get all the Australian material required?—Yes, we have never been held up yet. To Mr. Foster, witness said his supplies came, principally from New South Wales and Queensland. Victoria was rather conservative in its supplies.

Mr. Foster: Perhaps they conserve for Victoria?—Absolutely. They take our order, but don't deliver the goods. (Laughter.) Mr. Foster: So long as they don't take your money?—We take all sorts of care about that. (Renewed laughter.) Commissioner Morley: I think people here can look after themselves.

The Chairman: The absent are always in the wrong. (Laughter.) Questioned by Mr. Martin (Victorian Employers' Federation), regarding ready-made clothing, witness said he considered his appearance was that of a decently clad man.

"This suit I am wearing is one of our ready-made suits," he said. "You come up and we will sell you one for 65s."

Mr. Martin: How long have you been wearing that?—I have been wearing that suit for two days (Laughter.)

Witness added that he had two or three suits. One, which he had worn the day before yesterday, he had had for three years and wore them in turn.

"The man who gets a suit and flogs it to death is not getting value for his money," he added: "nor is he studying his appearance."

Questioned regarding overcoats, witness put on his own, which he bought five years ago. "It is still what I would call a respectable coat," he said. "It has never had an iron on it. It's life is not finished now."

Commissioner Cheney: How many overcoats have you?—This is the only one.

Mr. Foster: I suppose the average working man is heavier on clothing than you?—Not much, I should say.

He has not the same facilities for hanging his clothes?—I hang mine on myself. (Laughter.) Commissioner Morley: You mean you wear them continually?—Yes.

Mr. Foster: Isn't there another factor in the durability of a man's clothes—a man's wife?—Yes: I think that has a good deal to do with it.

EVIDENCE ABOUT BOOTS.

James Smart Minahan, boot manufacturer and retailer, gave evidence regarding boots, their prices, and repairs. He said he considered that a man who was about the city—not a man working, say, on the roads—required each year one pair of boots for best wear which would last 12 months. They would cost say 42s 6d. He would need a pair at medium price, 30s. A working man would need a pair of boots at 42s 6d and a pair of cosacks at 30s. All the boots he had named would stand two soles in addition to the original one.

Commissioner Morley: Can you tell me whether the soles in the boots before the Commission are solid leather or not?—The soles are rubbish: you can tell that by feeling. They would give three weeks or a month's wear.

Questioned concerning "squeak" in some boots, witness said it was caused by two soles rubbing together. "In the old days," he added, "bootmakers used to get extra for putting the 'squeak' in."

To Commissioner Morley he said he called anything that did not give decent wear rubbish.

NOTICES.

DAIRY FARM NEWS.

Received new shipments

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RABBITS, HARES,
&c &c

From Australia.

KIPPERS, FINNAN HADDUCK, FILLET HADDUCKS,

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HAM 60 cents per lb
BACON IN RASHERS " " "

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CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION
CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE CALIFORNIA PAINT CO.,

Sole Agents

GERIN, DREVARD & CO.

HOTEL MANSION.

Commissioner Gibson: I would like to tell you that I am wearing identical boots and the soles have lasted me three months. You are very lucky. (Laughter.)

TAILOR-MADE SUITS.

Richard Charles Haxon, tailor, of King's Street, said he made about 100 suits a week. There was very little Australian material to be obtained. He gave an order 12 months ago for 20 pieces, and up to present he had received only six. The order was to have been delivered in four months.

Mr. Foster: What would have been the pre-war price of a seven guinea suit?—£4 15s.

And of an eleven guinea suit?—Eight guineas.

Witness said that Australian serge which would have been 9s 6d a yard before the war was now 16s 6d, and similar stuff landed from England would be 35s 3d. Australian grey vicuna which before the war was 9s 6d, was at present 18s 3d. The English price was 36s.

Witness said that on April 19, 1919, he gave an order for 20 pieces of Australian serge at 16s 6d, and had received only 10 pieces.

Mr. Foster: If a man were able to purchase from the mill he would have an advantage?—Yes. If we could purchase from the mill to-day, Australian serge, we would be able to make a suit for seven guineas that we charge nine and ten for.

Commissioner: The middle-man must live. (Laughter.)

To illustrate the increase in prices generally, witness said that on June 10, 1913, he bought a case of the soap used in his business for 25s 6d. A few days ago he bought a case of similar soap and the same quantity, for £3 12s.

Witness considered a man required two suits a year. Second-hand dealers, he said, would today give 45s for a suit which had been worn, say, six months.

"Australian artisans," he said, "wear better clothes than anywhere else in the world, and pay high prices, too."

Commissioner Keep: Would you say in your experience that the artisan wage-earning class are extravagant in clothes?—I say that they dress well and pay cash for the goods when they are made. We do not know what it is to make a bad debt with them.

Albert Arnold Jenkins, managing director of Edward Farr Limited, in reply to Mr. Foster, who asked about the prices of boots before the Commission, said—

"It may seem strange to you, but after all my experience, I cannot say much about boots of other firms, not knowing where or how they were bought, or under what conditions."

"Young to bed to-night," he said, "and in the morning the prices have changed. Buyers to-day are opportunists. The buyer who says he knows the market to-day knows something I do not know. There is no market."

Witness gave numbers and prices of footwear which he considered would be necessary for one year for a man, his wife, and three children under 14 years of age. He set out the particulars, and summarised his estimate as:—Men's, £6 11s. 10d; women's, £6 15s. 4d; child, 3 years old, £1 1s. 5d; child 7 years, £3 1s. 10d; child, 12 years, £4 12s. 11d; total, £22 3s. 4d. This included cost of repairs.

SCHOOLBOY'S £375 DAMAGES.

Damages assessed at £375 were awarded to a Bootle schoolboy in an action, at Liverpool Assizes, brought against the Mayor and Corporation of Bootle, the Bootle Education Committee, and a school teacher for personal injuries. It was alleged that the teacher struck plaintiff's hand with a cane, causing a pen to rebound into his eye. The judge said it was a momentary lapse on the part of the teacher, but was also neglect of duty.

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Empress of Russia	Aug. 26 Sept. 13
Empress of Japan	Sept. 14 Oct. 5
Empress of Asia	Sept. 23 Oct. 11
*Monteagle	Oct. 21 Nov. 8
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KIYO MARU	14,000	9th Nov.

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STEAMERS	SAILING DATE
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"WEST HARTS"	... JULY 1ST.
"HICHO"	... JULY 10TH.
"WEST IRA"	... JULY 15th.

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Slavic Prince S. T. Co.	June 10
Borneo M. D. & Co.	June 10
Kitano M. N. Y. K.	June 11
Korea M. T. K. K.	June 14
Mitsuki M. O. S. K.	June 14
Glymont R. D. Co.	June 14
Crosskeys A. L.	June 15
Fushimi M. N. Y. K.	June 15
Montague A. L.	June 15
Van Waerwyck J. C. J. L.	June 15
Tsushima M. N. Y. K.	June 16
Tanaka M. O. S. K.	June 16
Toyooka M. N. Y. K.	June 16
Havre M. T. K. K.	June 17
Shimo M. N. Y. K.	June 17
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Nile C. M. Co.	June 19
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Taraga M. N. Y. K.	June 21
Iconium A. L.	June 22
Waban A. L.	June 23
Tango M. N. Y. K.	June 23
Inaba M. N. Y. K.	June 25
Amazon M. O. S. K.	June 25
Africa M. O. S. K.	June 25
Wytherville A. L.	June 29
Tajima M. N. Y. K.	June 30
Saigon M. O. S. K.	June 30
Kawachi M. N. Y. K.	July 1
Cadaretta R. D. Co.	July 1
Katori M. N. Y. K.	July 2
Seattle M. O. S. K.	July 4
Deucalion B. L.	July 5
Persia M. T. K. K.	July 8
Tokiwa M. N. Y. K.	July 9
Abercrombie A. L.	July 10
Higbo R. D. Co.	July 10
West Ira R. D. Co.	July 10
Himalaya M. O. S. K.	July 11
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Shantung B. & S.	June 8
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Shimo M. N. Y. K.	June 10
Bombay M. N. Y. K.	June 10
Sinkiang B. & S.	June 10
Fooksang J. M. Co.	June 10
Samarang M. D. & Co.	June 10
Loksang J. M. Co.	June 10
Haiching D. L. Co.	June 11
Yuensang J. M. Co.	June 11
Taiwan M. N. Y. K.	June 12
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Shisen M. O. S. K.	June 14
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Sosha M. O. S. K.	June 17
Iyo M. N. Y. K.	June 18
Kosoku M. O. S. K.	June 20
Tjimonck J. C. J. L.	June 21
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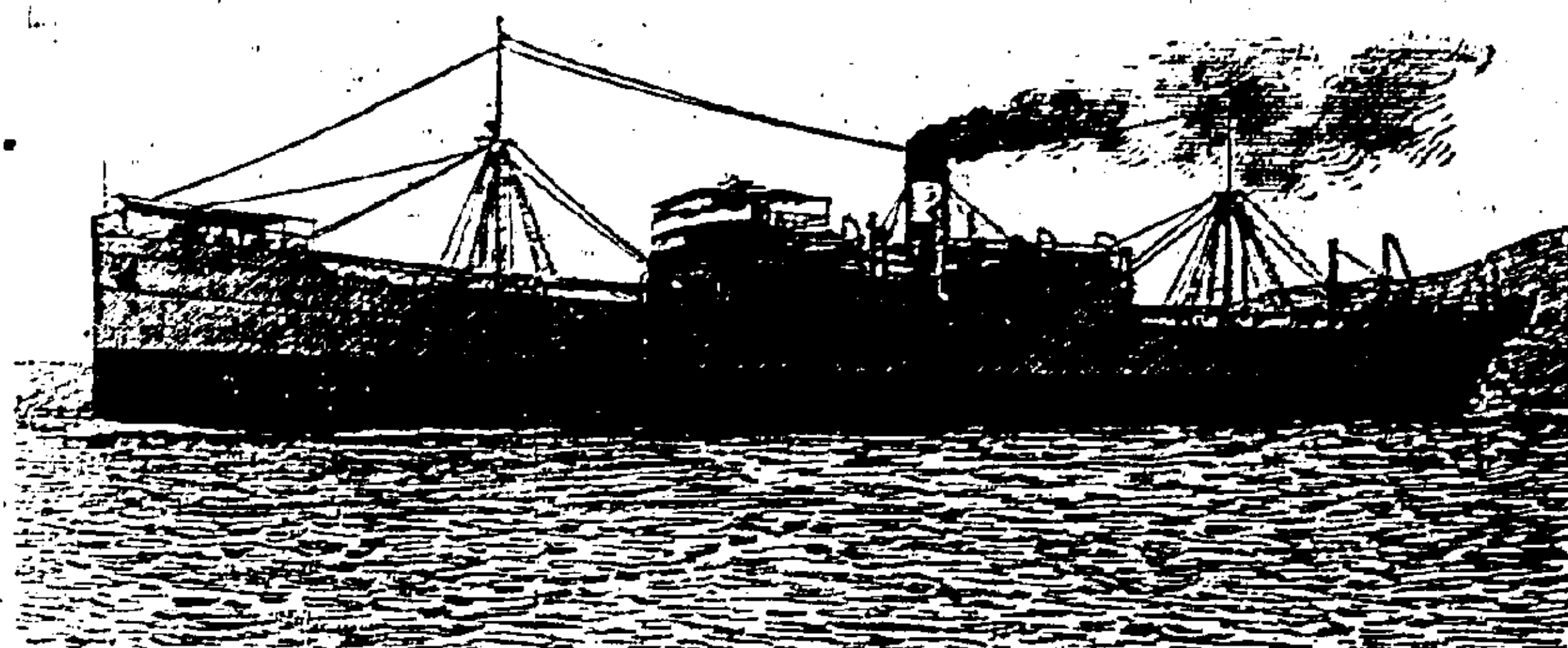
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EXTRA.

THE HONGKONG TELEGRAPH, SATURDAY, JUNE 5, 1920.

REUTER'S TELEGRAMS.

THE IRISH PROBLEM.

MR. WALTER LONG GIVES WARNING.

London, June 4.
In the House of Commons on the Home Rule Bill the Government accepted an amendment providing for the transfer of the Irish Constabulary not to be made until three years after the Bill came into operation.

Mr. Long promised favourable consideration to a suggestion by Sir Edward Carson that when the two Parliaments by an identical Act called for the transfer of the Royal Irish Constabulary it should be wound up and the members suitably compensated, and also that schemes for a police force should be framed by both Parliaments.

Mr. Long also undertook to consider favourably, a suggestion that during the transition period the control of the constabulary should be vested in a Minister and not in a committee of five as was proposed by the Bill.

Mr. Long stated that if the forecasts made by many speakers were true; if the only use made by the Southern Parliament of its powers was to try to establish a Republic or Government unworthy of the name, the Government Bill would be suspended and would not come into operation, and the Imperial Parliament would be compelled to take such action as was necessary to restore order.

TROOPS BEING LANDED.

London, June 3.
Six Falmers attacked a signal station at Queenstown and five coastguard stations. All the attacks except one, were successful. A Government troopship has arrived at Bantree Bay and landed one hundred troops in full war equipment. Other contingents are disembarking at various points on the coast.

FULLY ARMED MARINES.

London, May 4.
The battleships Valiant and Warspite left Devonport to-night for Queenstown, with a force of marines furnished with full active service equipment.

TRADE WITH RUSSIA.

DISCUSSION IN THE COMMONS.

London, June 3.
In the House of Commons, replying to Mr. Gretton in regard to the conversations with M. Krassin, Mr. Lloyd George recalled that the Supreme Council at San Remo on April 26 decided that Allied representatives should meet M. Krassin and other Russian trade delegates, except M. Litvinoff, in London as soon as possible. He stated that Krassin, besides heading the Delegation representing Russian Co-Operative Organisations, was also a Soviet Government Minister, and therefore, doubtless acted in the name and under the authority of the Soviet Government.

Replying to Mr. Charles Palmer, Mr. Lloyd George did not think that Krassin was originally a German agent. He was associated with a German electrical firm but he was a Russian.

Replying to Mr. Gretton, Mr. Lloyd George said that the Government wanted to clear away certain questions before it undertook negotiations. For example, the question of prisoners which he had already referred to. The Government wanted guarantees that British interests in the East or at Home would not be attacked, while negotiations were proceeding. After these questions were cleared up negotiations with regard to trade could be conducted by the representatives of all Governments. Representatives of the French and Italian Governments were in London prepared to proceed with negotiations.

Replying to Mr. Palmer, the Premier said he was not aware there was great perturbation in France. (Cheers). The mere fact that certain French newspapers were trying to foment trouble between two friendly Allied countries, whose friendliness was essential to the interests of the world, did not prove French perturbation.

BRITISH PRISONERS IN RUSSIA.

MUST BE RELEASED BEFORE TRADING BEGINS.

London, June 3.
In the House of Commons, at question time, Mr. Lloyd George stated that an undertaking to release all British prisoners in Soviet Russia was an essential preliminary to a renewal of trade relations with Russia.

THE COLONIAL OFFICE.

NO DECISION REGARDING FURTHER POWERS.

London, June 3.
In the House of Commons, replying to Mr. Ormsby Gore, Mr. Lloyd George said that it had not been decided to transfer the Dominions Department of the Colonial Office to the Lord President of the Council. With regard to the question whether it was proposed to transfer to the Colonial Office the responsibilities of the Foreign Office in regard to Palestine, Egypt, Sudan, and the responsibilities of the India Office in regard to Mesopotamia, Central Arabia and Aden, the Premier said that no decision had been taken in regard to the administration of the mandatory territories under the Turkish Treaty.

THE PRINCE IN AUSTRALIA.

A WELL-DESERVED HOLIDAY.

Ballarat, June 3.
Owing to the strain of constant public engagements for the past two months, the Prince of Wales has agreed to take a week's holiday golfing near Melbourne, before commencing his engagements in his tour of New South Wales. The Australian press handsomely tributes the manner in which the Prince has courageously met all engagements uncomplainingly and opines that the rest and holiday should extend over the proposed week.

REUTER'S TELEGRAMS.

THE BOLSHEVİK OFFENSIVE.

BREAKING DOWN BEFORE FIERCE RESISTANCE.

London, June 3.
Reuter learns from Warsaw that the second Bolshevik offensive is breaking down before fierce resistance. The Bolsheviki, who crossed the Beresina south of Borisoff, have completely dispersed. They have not only failed to recapture Kieff, but, after violent fighting on the left of the Dnieper, were severely defeated. Strong Bolshevik attacks on the Dniester have been heavily repulsed.

THE HOME COAL SITUATION.

AN APPEAL TO LAY IN STOCKS.

London, June 4.
The official rationing of household coal ceases on June 7. While pithead prices will be controlled as hitherto the control of wholesale and retail prices ceases, but measures have been taken to prevent profiteering. Dealers are urged to build up reserve stocks during the summer and householders are also warned to lay in stocks during summertime. The control for export bunkering continues.

THE OAKS RESULT.

London, June 4.
The result of the Oaks was:—
Charlebelles... 1
Cinna... 2
Roselet... 3
Seventeen ran. Won by a neck; four lengths between second and third.
The betting was:—Charlebelles 7 to 2; Cinna 2 to 1; and Roselet 25 to 1.

THE STARTERS.

London, June 3.
The probable starters for the Oaks were:—Aeon (Childs); Charlebelles (Whalley); Ciceroles (Hulme); Cinna (Will Griggs); Lady Peg (A. Smith); Lomelis (Slade); Most Beautiful (Lane); Polycirrus (Jelliss); Reinedeneige (Leach); Queen of Jest (—); Roselet (V. Smyth); Saffron (Fox); Valescure (F. Templeman); Polyia (A. Smyth); Shy Princess (Donoghue); False Piety (Carslake); Plunkette (Bullock).

HOME CRICKET.

London, June 3.
Kent beat Warwick by eight wickets.
Yorks beat Worcester by an innings and 105 runs.
Oxford beat Somerset by two wickets.

HUGE DEFICIT OF SHIPPING MINISTRY.

CUTTING THE LOSSES ON CONCRETE SHIPS.

A total deficiency of £100,403,707 had to be met from the Vote of Credit for the Ministry of Shipping on the 1918-19 accounts.

In his report on the Appropriation Account Sir H. J. Gibson, Controller and Auditor-General, says:—

The expenditure exceeded the gross estimate by £85,465,000 18s., and the sums realised on account of the Appropriations in Aid fell short of the amount estimated by £14,938,686.

The expenditure includes £8,884,945 for shipbuilding abroad, for which final accounts have not been received, making the total expenditure on this service during the financial years 1916-19 still awaiting settlement £25,740,008.

HEAVY WAR OFFICE CLAIM.
On the national shipyards scheme, the report says, the total expenditure brought to account to March 31, 1919, amounted to £4,794,498, including £2,356,327 paid to the War Office, who, through the Inland Waterways and Docks Department, constructed the shipyards for the Admiralty.

The claim by the War Office included £1,158,844 for labour and supervision, a sum which the Shipping Controller considered to be unreasonable, as the cost accounts showed that the cost of the military officers and men engaged on the work was only £523,637, the difference being made up of the full cost of officers and men at the depot at Bristol, and of inefficients employed on purely disciplinary duties or sick. In the end the Shipping Controller paid the claim in full.

CONCRETE SHIPS—LOSS REDUCED.

As to concrete ships, the report says that, in view of the difficulty of finding a market for the ships if completed, the Shipping Controller considered that the most economical course would be to maintain the cancellation of the contracts and pay compensation to the contractor. This meant cancelling the arrangements made for the shipyard grants.

If the whole programme had been carried out the total loss to the State would have been £4,117,000. Under the arrangements made the loss was reduced to about £2,500,000.

In a local test examination of the store accounts of the national shipyards the Comptroller's officers found that no proper ledger accounts has been kept of the receipt and issue of constructional stores, and that generally the records were in confusion.

£50,000 WASTED.
It is noted also that £50,000 was paid towards the construction of a wet-dock, but owing to a change of policy that money was thrown away. In the same way £13,818 was paid to contractors on orders for shipways which were countermanded later, and £10,400 was lost over the cancellation of a shipbuilding extension.

The Report also mentions that in recognition of the services rendered by his staff, the Shipping Controller issued about 85 free railway warrants to civilians who had left their homes to take up work at the Ministry, to enable them to return home for leave at Christmas 1918. The Treasury refused to give their approval after the event. The value of the concession represented by this free issue was £2,272 2s.

FUSAN HARBOUR.

Seoul, May 19.—On Wednesday, May 19, the Civil Administrator of Korea, delivered a congratulatory address at the inauguration of the construction of the new harbour at Fusan. This port is destined to be the most easterly terminal of the entire system of Asiatic and European railroads. [It is however, west of Vladivostok.] The present harbour facilities provided by the works already completed have been found inadequate to meet the rapidly growing trade of the port, which has trebled in volume in the last ten years, and now amounts annually to 2,000,000 tons of freight valued at ¥150,000,000. The plan is to build a breakwater and extend the two existing piers by 800 yards, reclaim 27,000 taebu of land, and dredge 220,000 taebu to a depth of twenty-four feet. It is estimated that the work will cost over ¥9,000,000 and take six years for completion.

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AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

Sailings **PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DELTA	8,000	5 June, noon.	M's, L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

ARRATON A.	4,500	7 June, 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	31st July	Mebourne via Sandakan, Thursday, 1st Aug.
EASTERN	4,000	13th Aug.	Calcutta, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

KILDONAN C.	9,700	5 June 3 p.m.	Shanghai.
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WIRELESS ON ALL STEAMERS.

Passengers may now be telegraphed to the Company's Office up to 24 hours before sailing.

For Passage Rates, Handbills, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Western Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU Tuesday, 15th June, at 11 a.m.
TAJIMA M. (Calling Manila & Keelung) Wed., 30th June, at 11 a.m.
KATORI M. (Calling Manila & Keelung) Fri., 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

KITANO MARU Friday, 11th June, at noon.
INABA MARU Friday, 25th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez
Port Said & Marseilles.

TSURUGA MARU Monday, 21st June.
LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.

TOKIWA MARU Friday, 9th July.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.
TANGO MARU Wednesday, 23rd June, at 11 a.m.

NIKKO MARU Wednesday, 21st July, at 11 a.m.
NEW YORK & HAVANA via Shanghai, Kobe, Yokohama,

Muroran, San Francisco, Panama & Colon.
TOYOKA MARU Middle of June.

SOUTH AMERICAN PORTS via Cape.
KAWACHI MARU Beginning of July.

BOMBAY & COLOMBO via Singapore.
BOMBAY MARU Thursday, 10th June.

TAJIMA MARU Saturday, 12th June.
CALCUTTA & RANGOON via Singapore & Penang.

SHINGO MARU Thursday, 10th June.
MALACCA MARU Friday, 25th June.

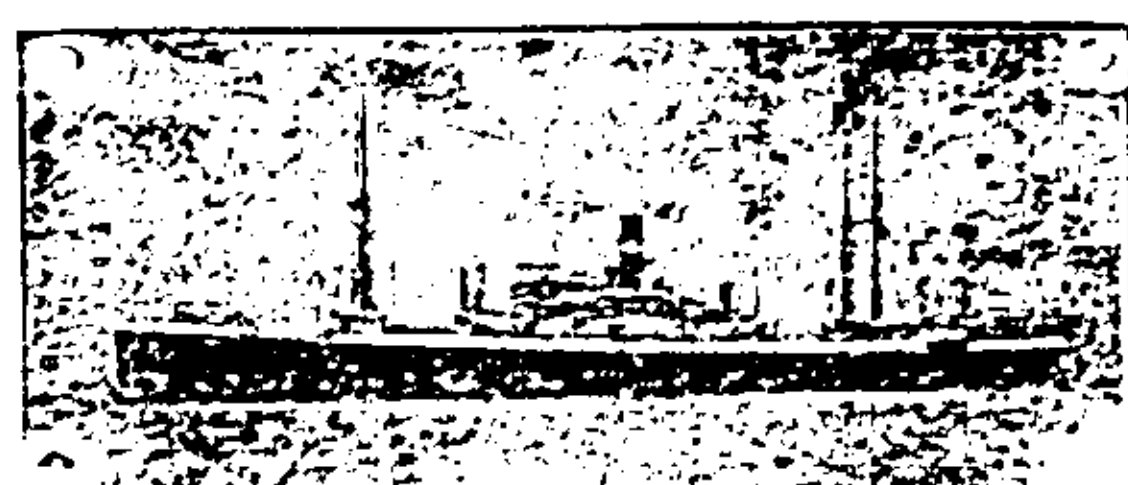
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA
PENANG MARU Wednesday, 16th June.

IYO MARU Friday, 18th June, at 11 a.m.
or further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected at Hongkong	Will leave for	For
Tjibodas	Java	in port	5th June	Java.
Tjibodas	Java	8th June	13th June	Shanghai.
Tjibodas	Java	16th June	21st June	Japan.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian
Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly
direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.
"HIMALAYA MARU" Sunday, 11th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

"SEATTLE MARU" Sunday, 4th July.
"MEXICO MARU" Beginning of August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore
"GANGES MARU" Tuesday, 29th June.

"SAIGON MARU" End of June.
SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Wednesday, 9th July.
SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.
"MITSUKI MARU" Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-
nightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection
with Chicago, Milwaukee & St. Paul Railway.

"CHICAGO MARU" (Call Manila) Tuesday, 8th June.
"ARABIA MARU" Thursday, 23rd June.

NEW YORK—Regular monthly service via Japan ports, San
Francisco, Panama and Cuban Ports.

"AMAZON MARU" Saturday, 25th June.
JAPAN PORTS—Moj, Kobe, Yokkaichi & Yokohama.

"KOSOKU MARU" Sunday, 20th June.
KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon
passengers and will arrive at and depart from the O. S. K.

wharf, near the Harbour Office.
"AMAEUSA MARU" Sunday, 6th June.

TAKAO via SWATOW & AMOY.
"SHISEN MARU" (Takao direct) Monday, 14th June.

"SOSHI MARU" Thursday, 17th June.
For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	24th June	24th June

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to

Telephone No. 36. **Butterfield & Swire.**
Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For "Steamer" Sailing
LONDON & HAMBURG "KATHLANEA" Second half July.

For particulars of sailings shippers are requested to approach
the undersigned.
Subject to change without notice.

THE BANK LINE, LTD.,
or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

S.S. "LOWTHER CASTLE"

NEW YORK

about End of July.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PERSIA"

Sailing on or about 20th June.

S.S. "PILSNA"

Sailing on or about 11th July.

BRINDISI, VENICE & TRIESTE.

S.S. "PILSNA"

Sailing on or about 12th August.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between
JAPAN, HONGKONG & JAVA.

S.S. "SAMARANG MARU"

Sailing on or about 10th June.

S.S. "BORNEO MARU"

Sailing on or about 10th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,
also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African
ports, with transshipment at Calcutta, in conjunction with
the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Esang	Sun., 6th June at d'light.
SHANGHAI	Hopsang	Sun., 6th June at d'light.
TIENTSIN	Chipsang	Tues., 8th June at d'light.
SHANGHAI via Swatow	Choyang	Tues., 8th June at d'light.
STRAITS & Calcutta	Laysang	Wed., 9th June at 3 p.m.
SHANGHAI	Loksang	Thur., 10th June at d'light.
KOBE	Fooksang	Thur., 10th June at 5 p.m.
MANILA	Loongsang	Fri., 11th June at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to
Calcutta, Penang and Singapore; Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by
vessels with good passengers accommodation, sailings from
both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger
and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov.
between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

s.s. "LAISANG" will be despatched on or
about 9th June, for SINGAPORE, PENANG via
AMOY.

Through Bills of Lading issued to RANGOON,
PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Tean	5th June at 4 p.m.
WEIHAIWEI, CHEFOO &		
TIENTSIN	Huichow	7th June at d'light.
AMOY, SHAI & PUKOW	Shantung	8th June at 10 a.m.
SWATOW & BANGKOK	Chenglu	8th June at 11 a.m.
MANILA	Ningpo	8th June at 4 p.m.
SHANGHAI	Sinkiang	10th June at noon.
SHANGHAI & TSINGTAO	Yingchow	12th June at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao
weekly, taking Cargo on through Bills of Lading to all Yangtze,
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'pore

For Freight or Passage apply to

Telephone No. 36. **BUTTERFIELD & SWIRE.**
Hongkong June, 5, 1920. Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Passmore	TUES. 8th June at 2 p.m.
Haiching	A. H. Stewart	FRI. 11th June at 2 p.m.
Hailoong	J. S. Thomson	TUES. 15th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,
General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Atlas Mutual & N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. **DURBAN M.**
(Hamburg Line) left London for
this port via Suez on the 8th May
and is expected here on the 19th
June.

The N. Y. K. s.s. **TUYAMA M.**
(Hamburg Line) left Antwerp
for this port via Suez on the 18th
May, and is expected here on the
27th June.

The N. Y. K. s.s. **HEIMEI M.**
(Bombay Line) left Bombay for
this port direct on the 11st May,
and is expected here on the 6th
June.

The N. Y. K. s.s. **ATSUTA M.**
(European Line) left London for
this port via Suez on the 12nd
May and is expected here on the
30th June.

The N. Y. K. s.s. **FUSHIMI**
MARU (American Line) left
Kobe for this port via Nagasaki,
Shanghai and Manila, on the
26th May and is expected here
on the 7th June.

The N. Y. K. s.s. **SHINYRN**
MARU (Calcutta Line) left
Calcutta for this port via Rangoon
& Singapore on the 24th May
and is expected here on the 12th
June.

The N. Y. K. s.s. **AKITA M.**
(Hamburg Line) left Rotterdam
for this port via Suez on the 26th
May, and is expected here on the
5th July.

The F. M. Co. s.s. **ECUADOR**
left Shanghai on May 29th for
Manila, and may be expected
here on or about Wednesday 9th
June.

The N. Y. K. s.s. **KITANO M.**
(European Line) left Kobe for
this port via Moji and Shanghai,
on the 1st June, and is expected
here on the 10th June.

The N. Y. K. s.s. **SHINGO M.**
(Calcutta Line) left Kobe for this
port via Moji on the 2nd June,
and is expected here on the 9th
June.

The N. Y. K. s.s. **BOMBAY M.**
(Bombay Line) left Kobe for this
port via Moji on the 2nd June,
and is expected here on the 9th
June.

The N. Y. K. s.s. **SHIN-I M.**
(Bombay Line) left Bombay for
this port direct on the 2nd June,
and is expected here on the 19th
June.

The N. Y. K. s.s. **KIMI M.**
(Bombay Line) left Bombay for
this port direct on the 2nd June,
and is expected here on the 30th
June.

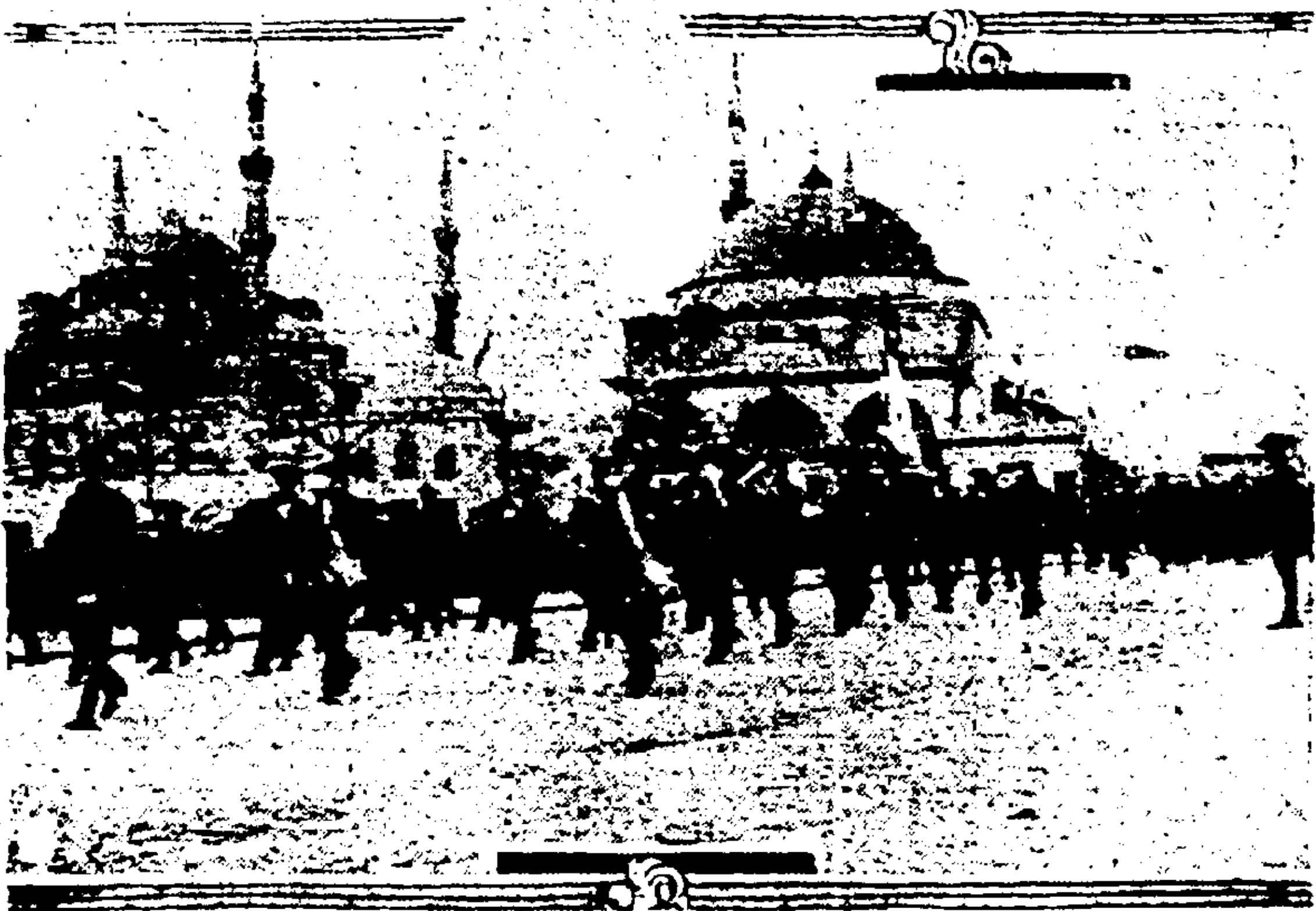
The s.s. **ST. ANDREW** arrived
at New York on May 27th.

The s.s. **PILCOSA** left Trieste
for the Far East on May 30th.

PASSENGERS DEPARTED.

Per s.s. Professor for England
—Lt. Col. Clement Smith, Capt.
Anderson, Lieut. Jones, Mrs. L.
Davies, Mrs. W. C. Jack, Miss J.
Jack, Miss C. A. Hewitt, Mrs.
Thomson, Miss Tudor-Hart, Capt.
V. C. Legg, Mrs. Bullock, Mrs.
Kynoch, Major-General Alexis
Potapoff, Mr. and Mrs. Duncan,
Mr. and Mrs. Tucker, Mr. and
Mrs. Robertson, Mr. and Mrs.
Wood, Mr. W. Robinson, Capt. L.
Cook, Mr. J. J. Macquire, Mr. and
Mrs. Lang, Miss Wilmet, Miss
Chernishoff, Commodore V. G.
Gurner, Mrs. Gurner and Miss
Gurner, Lt. Col. T. A. Robertson,
Mrs. Robertson, Capt. J. A. Ire-
land, Capt. H. Cameron, Capt. K.
N

TO-DAY'S PICTURES.



BRITISH SAILORS IN TURKEY.

British marines marching through Hippodrome Square, Constantinople.



SPANISH PRINCE IN LONDON.

Prince Jaime, second son of King and Queen of Spain, who is being successfully treated by London specialists for his speech and hearing. Recent snapshot while strolling past Buckingham Palace.



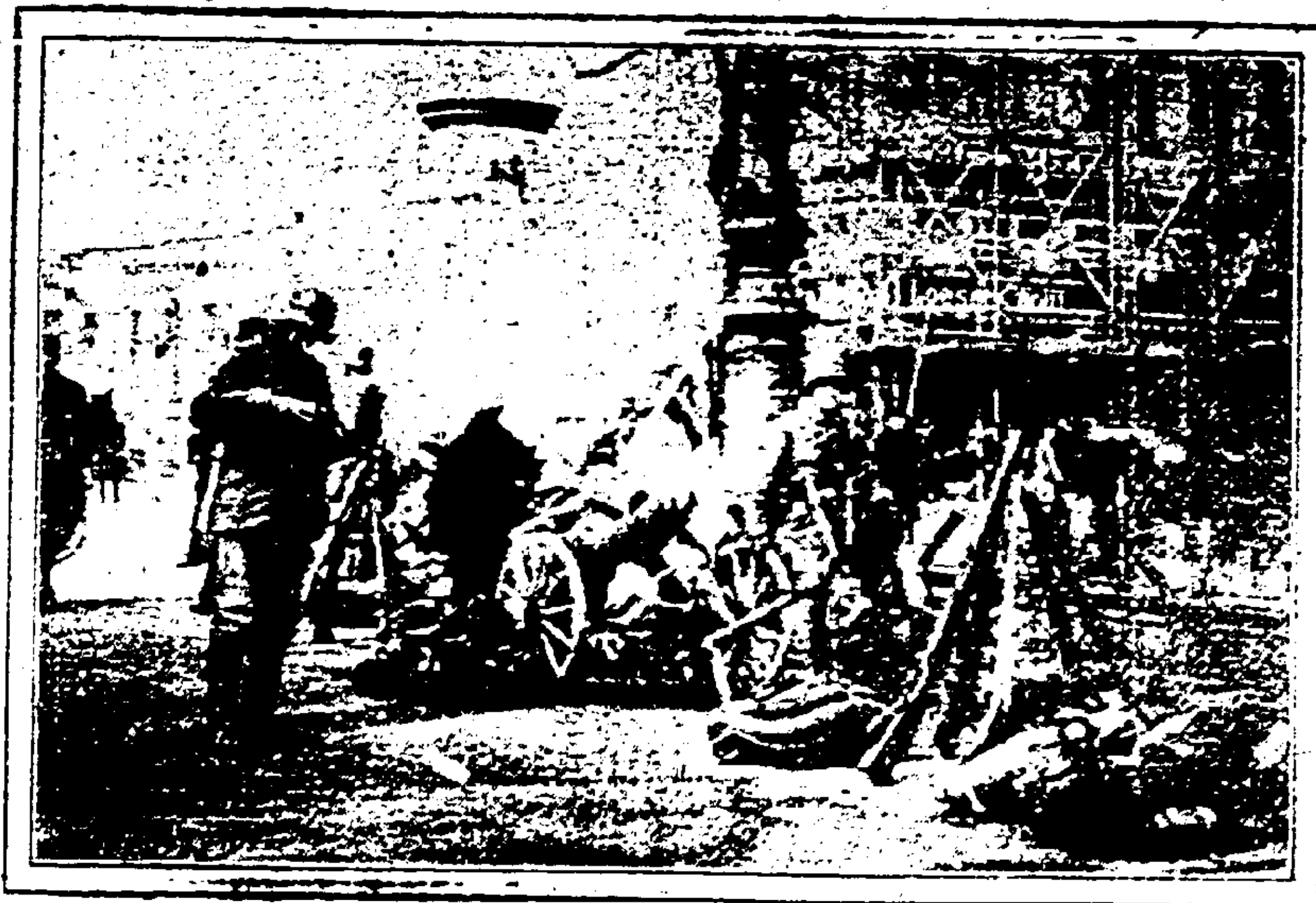
MR. HENRY FORD.

A recent photo of the well-known "motor king."



A FULL "PRAM."

A new idea has been adopted by the Bedford Guardians, by which Workhouse children are taken out for an airing in a perambulator which holds six little tots.



THE BERLIN JUNKER REVOLUTION.

Revolutionary troops picketing the streets of Berlin on the morning of their arrival. Photo taken in the Unter Den Linden and The Wilhelm Strasse.



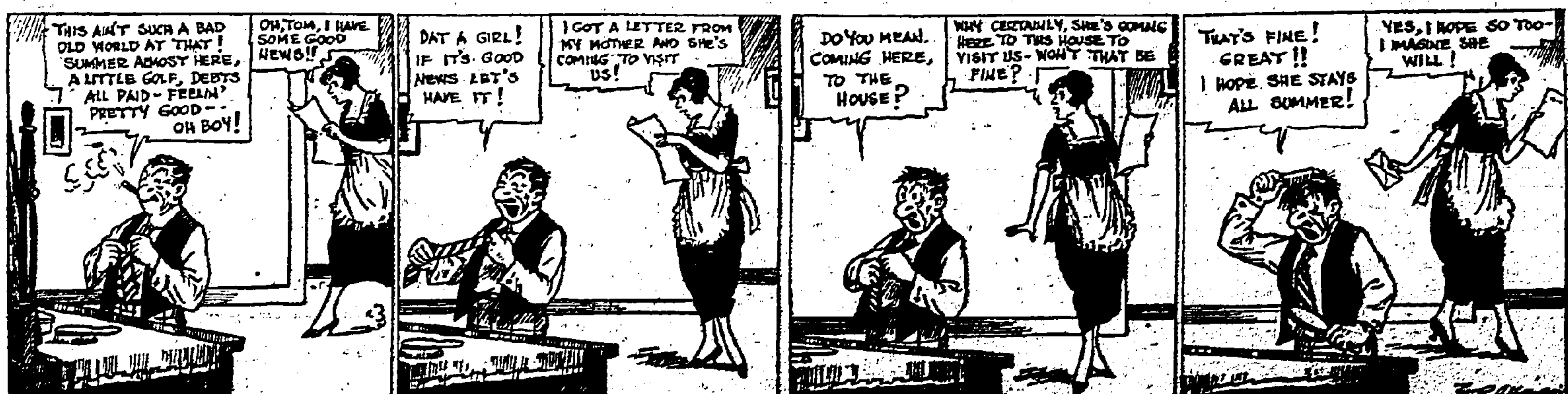
ON THE BELGIAN FRONTIER.

A Belgian soldier finishing the barbed wire entanglement on the bridge at Dinburg over the Rhine River.

DOINGS OF THE DUFFS

There Seems To Be a Difference of Opinion—

BY ALLMAN



PICTORIAL SUPPLEMENT.

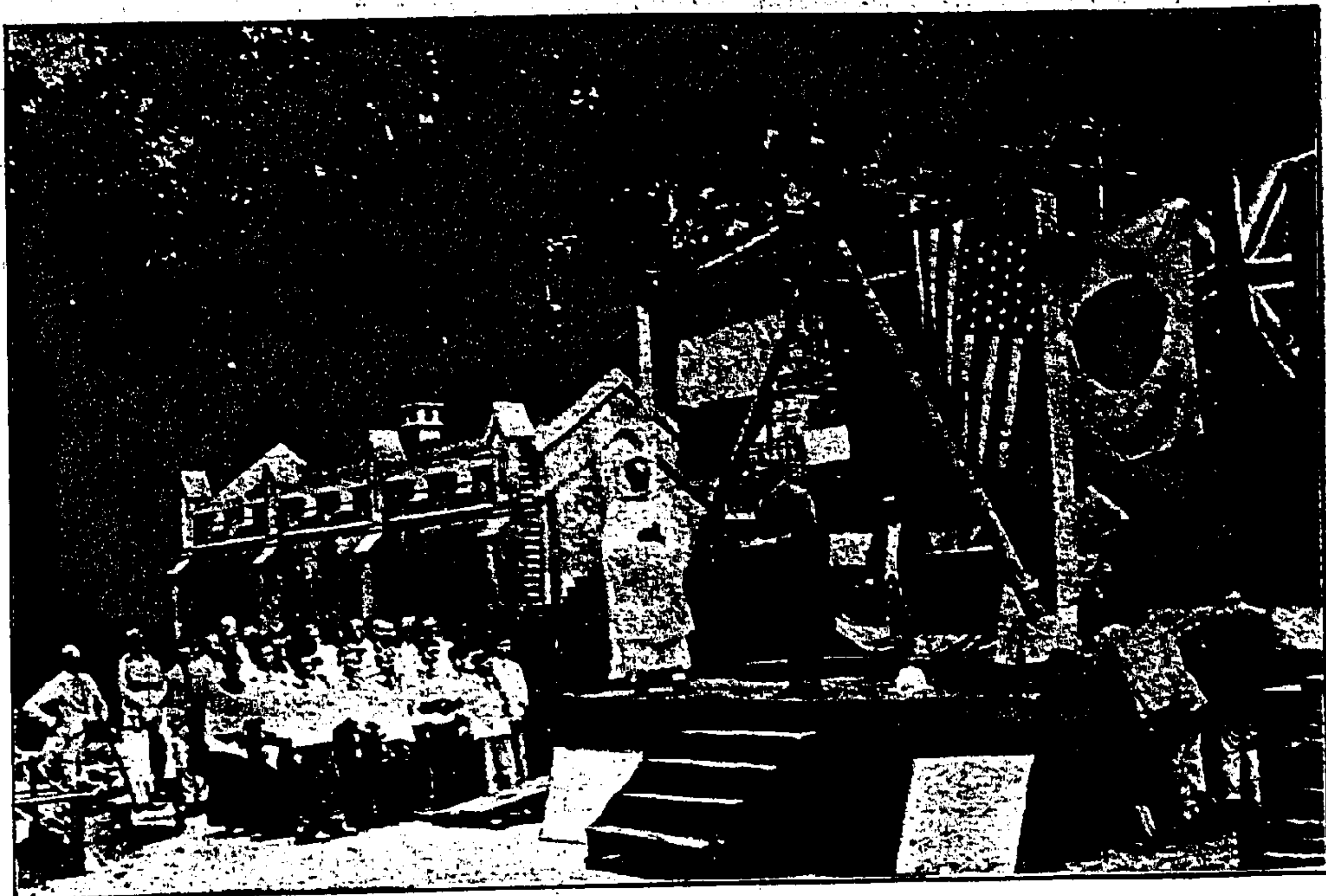


Photo: Mee Cheong.

H.E. the Governor speaking at the foundation stone-laying ceremony of the St. John's Cathedral Hall.



Photo: Mee Cheong.

Group taken at the wedding of Dr. A. B. Jameson, of Canton, and Miss Olive Hindmarsh.

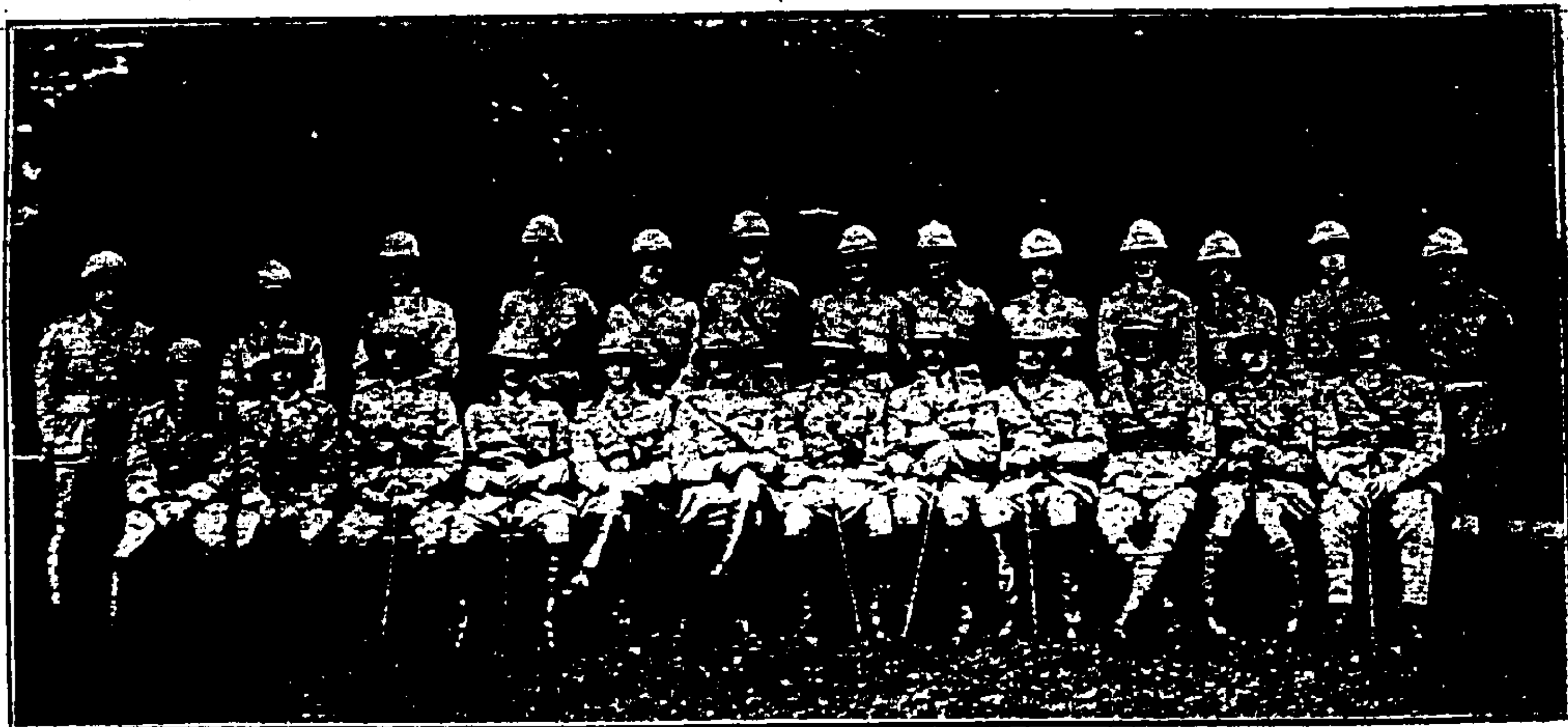


Photo: Mee Cheong.

Group of Officers of the 2nd Battalion Wiltshire Regiment.

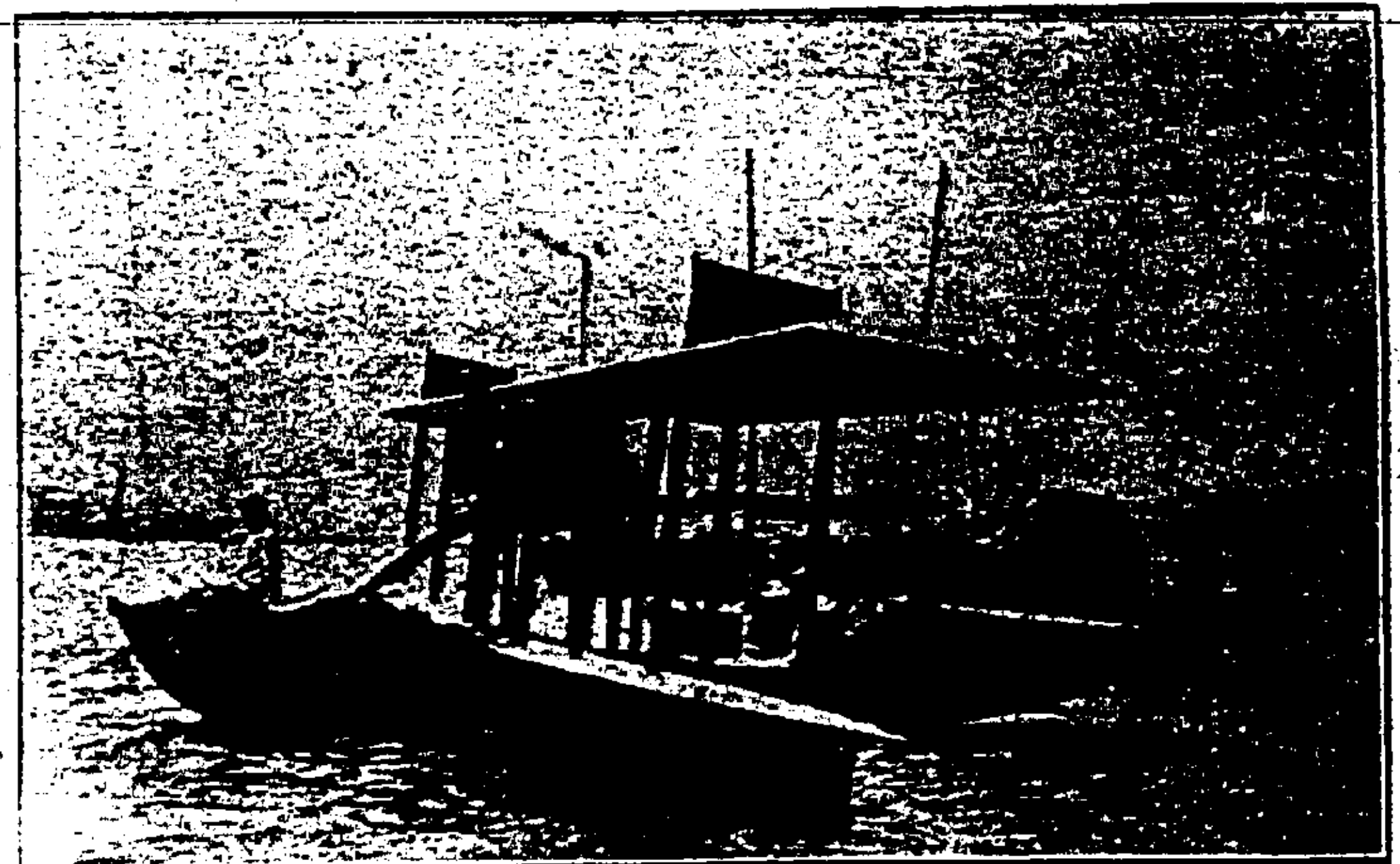


Photo: Mee Cheong.

One of Capt. Ricou's seaplanes.



Photo: Tientsin Press.

Lieut. Ferrarin and Engineer Capponini, snapped on their arrival at Shanghai whilst en route on their aeroplane flight from Rome to Tokyo.



General Chin Yung-pen, who has sent in his resignation as Premier of China.



Photo: Tientsin Press.

Lieut. Masiero, another of the Rome-Tokyo fliers.

SHIPPING.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.

LONDON OFFICE—84, QUEEN STREET, E. C.

5, Haymarket, S. W.

11, Ribbury Street, S. W.

Branches & Agencies—throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureaus.
American Business a Specialty.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,
China; Manila, P.I.; Kobe, Japan, Saigon & Hongkong.

Operating the following Vapour Service for the Pacific Coast Steamship Board.

U.S.A. PACIFIC COAST—JAPAN, CHINA & PHILIPPINES.

For Seattle and Vancouver.

U. S. S. B.

S.S. "WEST HIMROD"

8th June, 1920.

S.S. "WEST JENA"

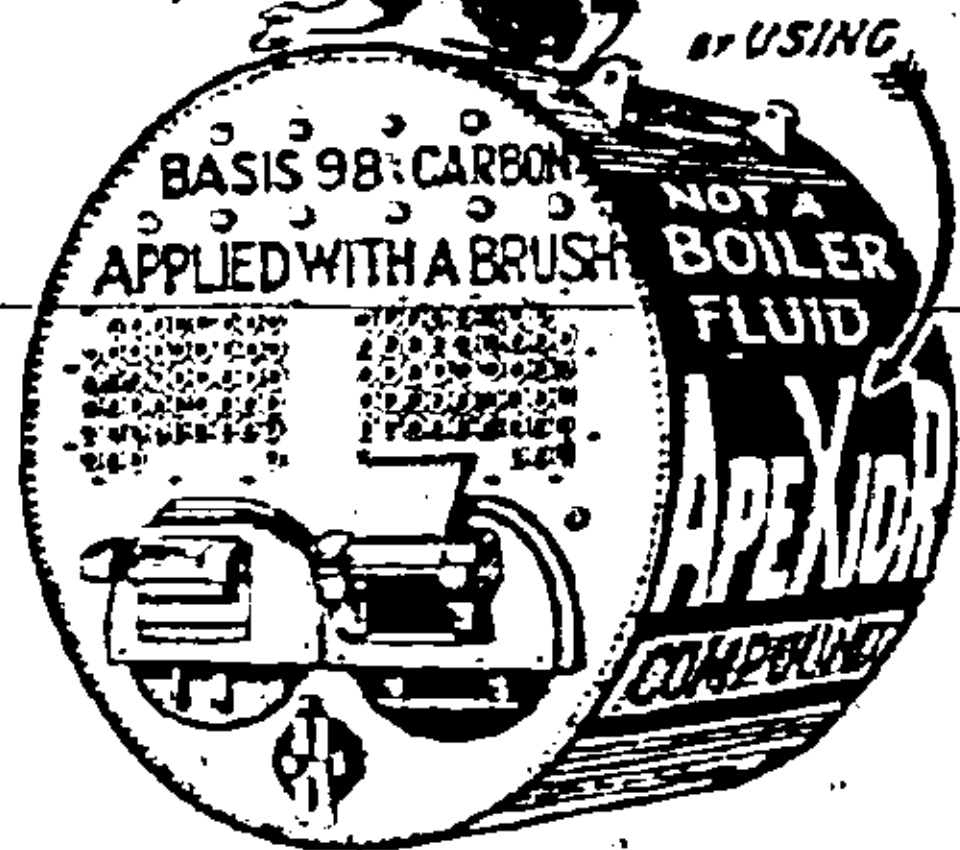
9th June, 1920.

also
Amalgamated with
COSMOPOLITAN SHIPPING CO., NEW YORK.
GREEN STAR LINE, NEW YORK.
HONGKONG OFFICE: 1st Floor, Powell's Building,
12, Des Vaux Rd. Telephone 3008.

NOTICES.

APEXIOR
Absolutely
Stops and Prevents Corrosive Pitting
and the Adhesion of Hard Scale.

YOU LAUGH AT BOILER
TROUBLES



No Heat Prolongation. No Zinc Plates needed
in Boilers treated with this compound!!
The only known Efficient Preventative of Cor-
rosion in Marine Steam Turbines.

In Use by the—
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE
ARGENTINE AND CHILIAN NAVIES.

Also—
Cunard, Orient, Atlas, C.P.R., Johnston, Atlantic Transport, Union
Castle, Elder Dempster, Commonwealth and Dominion, Anglo
American Oil Co., Hudson Bay Co., Pacific Steam Navigation
Company, Holt, Knight, Leyland, Brocklebank, John Cockburn,
and other Yarns, and practically all important steam-
ship Companies.

Agents for Hongkong & South China.

THE EASTERN ASBESTOS COMPANY.

QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

Now on sale everywhere!

Messrs. Benger's Food Ltd. are able to announce that
supplies of Benger's Food should now be readily obtainable
throughout India and the Far East.
Should any consumer find difficulty in obtaining
Benger's Food, communications addressed to Benger's
Food Ltd., Manchester, England, will receive prompt
attention.

BENGER'S
Food

is for INFANTS, INVALIDS and the AGED.

During 35 years' use by the Medical Profession, it has

fulfilled every claim made for it.

Benger's Food Ltd. MANCHESTER, England.

Sole Agents for Hongkong & South China: Messrs. Benger's Food Ltd., 12, Des Vaux Rd., Hongkong.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.The following Unclaimed Tele-
grams are lying here:—

2655, from Amoy.

Lautman, Hongkong Hotel,
from Kobe.Quangyuan, Kwongshing-
cheung, from Shanghai.

U.S.S. Helena, from Shanghai.

Dahchongpow, Dahchung Rice
Co., Third Floor Chongwai from
Shanghai.Burke Ward, Hongkong Hotel,
from Tokyo.Vanalstyn, Hongkong Hotel,
from Tientsin.Okadashiro, Matsubara Hotel,
from Osaka.Tingha, No. 9, Engseng Str.,
from Amoy.Ono Passenger, Mithima Maru
c/o N. Y. K. from Kobe.Chengchuan, 90 Des Vaux
Road West, from Changchowfu.Curtis, Craigieburg Hotel, from
Shanghai.Khojinho, Tyngham, 202
Queen's Road East, from Amoy.Leon Care, American Con-
sulate (2), from Kobe.

Ruetis, from Yokohama.

Petrushe, Steamer Africa
Cable 11, from Vladivostok.

N. LUND.

Act. Superintendent.

Hongkong, June 3, 1920.

EASTERN EXTENSION AUSTRAL-
ASIA & CHINA, TELEGRAPH CO.

Lima, from Bamerawby.

S.S. Eastern Fortmills, from
J. W. Kent.

Kagi, from Kanton.

Liverpool, from Modli-
Cronulla, from OConnell Care
Archbold.

Bloemendaal, from Sandberg.

M. E. F. AIREY.

Superintendent.

Hongkong, June 3, 1920.

SEX-EQUALITY BILL.

Stockholm, April 18.—The new
Marriage Law was passed yester-
day by 83 votes to 41 in the First
Chamber, and by 126 votes to 26
in the Second Chamber. The
principal provisions of the new
law are to strengthen the mari-
monial independence of the wife,
to abolish the husband's personal
guardianship over the wife, to
deprive the husband of the legal
right to dispose of his wife's
personal property, and to afford
to the wife the possibility of
obtaining increased legal pro-
tection. The general aim of the
measure is to ensure matrimonial
equality for both sexes.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

Line	From	To	Time
1	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
2	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
3	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
4	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
5	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
6	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
7	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
8	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
9	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
10	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
11	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
12	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
13	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
14	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
15	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
16	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
17	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
18	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
19	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
20	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
21	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
22	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
23	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
24	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
25	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
26	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
27	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
28	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
29	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
30	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
31	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
32	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
33	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
34	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
35	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
36	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
37	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
38	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
39	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
40	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
41	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
42	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
43	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
44	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
45	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
46	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
47	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
48	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
49	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
50	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

Line	From	To	Time
51	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00
52	Peak	Victoria	10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00

